

**Minutes of the Public Works Committee  
July 10, 2014**

Chair David Swan called the meeting to order at 8:36 a.m.

**Committee Members Present:** County Board Supervisors David Swan (Chair), Kathleen Cummings, Robert Kolb, Richard Morris, Carl Pettis, Steve Whittow and Keith Hammitt.

**Also Present:** County Board Chief of Staff Mark Mader, Administrative Specialist Karen Phillips, Senior Civil Engineer Karen Braun, Principal Assistant Corporation Counsel Erik Weidig, Engineering Services Manager Gary Evans, Senior Civil Engineer Bruce Barnes, Budget Management Specialist Bill Duckwitz, Matt Masterson of The Freeman, Business Manager Betsy Forrest, Highway Operations Manager Pete Chladil, Public Works Director Allison Bussler, Airport Manager Kurt Stanich, Administrative Specialist Mary Pedersen, Beth Blum, Dan Keegan and Jason Lynch of WisDOT (Wisconsin Department of Transportation), Lt. Brian Ripplinger, Attorney John Fuchs, Supervisors Duane Paulson and Christine Howard, Pewaukee Alderman Cheri Enters, Gina Schwister of Gina's Sports Dock, City of Pewaukee Public Works Director Jeffrey Weigel, Tammy Sawyer, Joseph Boland, Kathy Gutenkunst, Ronald Bradee, and Daniel and Judy DeWinter.

**Approve Minutes of June 12, 2014**

MOTION: Hammit moved, second by Morris to approve the minutes of June 12, 2014.  
Motion carried 6-0.

**Correspondence**

- Compilation of letters written in regard to County Trunk Highway (CTH) SS parking regulation issue (Ordinance 169-O-028)

**Public Comment**

The majority of speakers voiced support for parking regulation on CTH SS citing public safety concerns as being of paramount importance.

Two speakers, Fuchs and Paulson, voiced opposition for parking regulation on CTH SS citing concerns for the adverse affect on the Sand Bar's business operations and a desire to work on a reasonable, alternative solution for parking on CTH SS.

Cummings arrived at 8:58 a.m.

Swan apprised Cummings on the gist of pro and con public comments relative to CTH SS parking regulation.

Weigel spoke in recognition of the greatly improved maintenance on state highway medians in Pewaukee this spring/summer.

**Ordinance 169-O-028: Approve Parking Regulation On County Trunk Highway SS**

MOTION: Morris moved, second by Hammitt to approve Ordinance 169-O-028.

Barnes and Evans were present to discuss this ordinance which was tabled by the County Board at the 6/26/2014 meeting and sent back to the Public Works Committee.

Barnes stated this parking regulation on CTH SS between Oakton Road and Edgewater Drive was

requested by the City of Pewaukee to address safety issues. There are a number of busy bars and restaurants in this area with limited lot parking; consequently, patrons are parking on the narrow shoulders of the roadway causing concerns for motorists and increased pedestrian traffic, especially on the weekends. The City has requested “no-parking” restrictions be imposed. Law enforcement has also expressed safety concerns and hope to begin enforcing the no-parking regulation as soon as possible. Barnes concurred that a no parking restriction is appropriate from an traffic engineering standpoint, e.g. the curve of the road, narrow shoulder width, limited site distance, etc.

Evans explained that other possibilities were explored, although not recommended, noting that adding additional pavement for parking would be an extensive project with a cost of about \$50,000 to make it a feasible legal parking area. There are still safety concerns with the “S” curve of the road and the close proximity of the Lake Country Trail. In response to Cumming’s question in regard to existing right of way, Evans expounded on the details of a compromised solution that would also have to include a widened shoulder, improved sight distance, lighting, etc.

Morris reiterated his support for the ordinance citing the importance of public safety in the subject area.

Motion carried 7-0.

#### **Updates on the Zoo Interchange Project and I-94 East/West Freeway Corridor Study**

Keegan, Blum and Lynch from the WisDOT presented updates on the zoo interchange and I-94 freeway study. The following handouts were distributed:

- I-94 East/West Weekend-Long Full Freeway Closure, July 18 11 pm – 21 5:30 am
- Early 2014 – Fall 2014 Get Around Guide for the Zoo Interchange
- Zoo Interchange Newsletter – Spring 2014
- I-94 East-West Freeway Corridor Study – Spring 2014

Blum showed an animated video illustrating the final configuration of the zoo interchange. Keegan provided an overview of the timeline for the zoo interchange project construction, which is slated to continue through 2018. Segments of the project that are currently underway and scheduled for completion in 2014 are:

- Watertown Plank Road interchange
- 84<sup>th</sup> Street box culvert
- 76<sup>th</sup> Street bridge over I-94
- WIS 100 interchange & Union Pacific Bridge

Keegan addressed the upcoming full freeway closure between Highway 100 and US-45 to accommodate the replacement of a train bridge over the east-west lanes of I-94.

Lynch provided an update on the WisDOT study of the I-94 corridor, which is in year two of a three year plan. Lynch discussed the need for the study, public feedback, and several plan alternatives. He reviewed the project outline as follows:

#### 2014:

- Public meeting held in June
- State Fair informational booth in August
- Draft EIS (Environmental Impact Statement) complete and available for public review
- Public hearing likely before the end of 2014

2015 and Beyond:

- Final EIS prepared and made available for review
- Record of Decision issued in mid-2015  
(and, if a build alternative is chosen)
- Engineering, real estate and utility issues addressed
- Construction not likely until 2019 and is dependent on many factors

Swan thanked Keegan, Blum and Lynch for the excellent informational presentation.

**Ordinance 169-O-035: Modify Speed Zone on County Trunk Highway BB**

MOTION: Cummings moved, second by Hammitt to approve Ordinance 169-O-035.

Barnes discussed this ordinance which establishes a posted speed limit of 45 miles per hour in both directions on County Trunk Highway (CTH) BB between CTH B (Valley Road) and the Oconomowoc River in the City of Oconomowoc.

Barnes displayed a rendering of the subject area. The current posted speed limit is 55 miles per hour. Residents and visitors in the area have raised safety concerns relative to the posted speed, as there is limited sight distance due to a hill. The posted speed limit just over the hill is 25 miles per hour. The shoulders of the highway are not very wide and there is a history of crashes. In a three-year study, there were five collisions in the subject area. The statewide average on a similar highway situation would have three collisions. A speed study revealed that 85% of vehicles are traveling below the posted 55 mile per hour limit, averaging about 45 miles per hour; only 15% were traveling more than 45 miles per hour. Barnes advised the speed limit be lowered from 55 to 45 miles per hour.

Motion carried 7-0.

**Ordinance 169-O-039: Modify the 2014 Transportation Fund Budget for Performance Based Maintenance**

Bussler provided background information on performance based contracting relative to maintenance of state highways by counties. Essentially, performance based maintenance is payment for work done rather than reimbursement for time and materials. The state wants to ensure that all counties are using best management practices. A voluntary pilot program is being implemented to address three main work activities on state roads: crack sealing and filling, grading gravel shoulders, and structure (bridge) maintenance and repair.

MOTION: Hammitt moved, second by Whittow to approve ordinance 169-O-039.

Kolb asked if Milwaukee County is participating in this pilot program. Bussler stated yes, about 90% of counties are participating in the pilot program.

In response to Whittow's inquiry, Forrest clarified the financial components as outlined in the fiscal note and Bussler assured that Waukesha County crews would not be leaving the county to perform any work under this pilot program.

In response to Pettis's question, Chladil stated that administrative costs were built into the county's bid proposal.

Bussler explained that no additional staff or equipment is being requested at this time due to the pilot-nature of this project, with resources being reallocated from the County Highway Maintenance program to the State Highway Maintenance program. Relative to available manpower, Bussler stated that public works crews would “stop” doing county work and focus on completing state contract work. Swan asked for clarification on how crews would get back to doing county work after focusing on state work. Bussler stated that if all goes as expected, based on more revenue from the state, Public Works will ask to fund additional positions in the 2015 budget.

Motion carried 7-0.

**Ordinance 169-O-036: Modify 2014 Capital Budget for Airport Capital Project 200704 to Modify the Project Scope and Increase the Capital Project Budget**

MOTION: Cummings moved, second by Pettis, to approve Ordinance 169-O-036.

Bussler and Stanich were present to discuss this ordinance which modifies the scope of airport capital improvement project 200704 from runway rehabilitation to reconstruction of the runway pavement, upgrading of runway lighting, and improvement of airfield storm water drainage.

Bussler provided background of the original rehabilitation project which was budgeted at \$1.3 million. Because of the extent of damage cause by the harsh weather conditions over the last three years, it would now cost \$3.5 million for a five-year patch. Consequently, Waukesha County requested the state to elevate the project to a complete runway reconstruction. The county has secured over \$10 million in federal and state funding, equaling 95% of the project cost. The county is responsible for the remaining 5% (\$537,500) of the cost, which will come from airport fund balance. Bussler and Stanich further addressed the financial components as outlined in the fiscal note.

Stanich expounded on the scope of the project. The main runway would be closed for three months, from May through August of 2015, and there would be a disruption of service. The entire airport would be closed down for about 30 days. There would be a short-term impact to airport operations; however, for the long term it would mean better service to customers. The new runway is expected to accommodate larger aircraft and heavier loads than the current runway, thereby providing a higher level of service and increasing airport revenues.

Mader advised that this ordinance will need a two-thirds vote by the County Board. He noted it is important to emphasize that the reconstruction project would increase the useful life of the runway to 25-years versus five years with rehabilitation, which is a great cost benefit. The airport provides great economic impact to the county and the investment in this runway will enable larger jets to land, which were not able to before, resulting in enhanced economic impact for the entire Waukesha County area.

Cummings asked if there is any chance the federal government would renege their funding for this project. Stanich stated the first \$5 million would be allocated in August 2014. The government is requesting assurance from the county that it has the funds to cover its 5% share.

In response to Whittow’s question, Bussler explained that the county’s 5% share will come out of airport fund balance. Airport fund balance can only be used for airport purposes. There is presently significant fund balance available to cover this and other upcoming airport projects.

Swan asked if airport's use of tax levy would increase in 2015 because of lost revenues during airport closure. Bussler stated tax levy of \$192,500 is about 17% of the airport budget. Bussler stated it is possible that fund balance would be used to fill the one-time lost revenues gap, but use of tax levy would not change.

Motion carried 7-0

### **CLOSED SESSION**

MOTION: Morris moved, second by Cummings to convene in closed session at 11:04 a.m. pursuant to Section 19.85(1)(e), Wisconsin Statutes, to approve the minutes of the June 12, 2014 Public Works Committee closed session meeting and to confer with staff and corporation counsel to formulate a strategy regarding negotiations with respect to the proposed sale of excess right of way located at:

- 5565 S. Racine Avenue, New Berlin WI pursuant to Ordinance 169-10 and the offer(s) to purchase received for that property
- 5510 S. Racine Avenue, New Berlin WI pursuant to Ordinance 169-9 and the offer(s) to purchase received for that property
- Parcel 23– S73 W16437 Janesville Road, Muskego, WI pursuant to Ordinance 167-81 and the offer(s) to purchase received for that property

Motion carried 7-0.

Cummings left at 11:22 a.m.

Hammitt recused himself at 11:27 a.m.

### **OPEN SESSION**

MOTION: Morris moved, second by Kolb to return to open session at 11:36 a.m. Motion carried 5-0.

Hammitt returned at 11:37 a.m.

#### **Offer(s) to purchase received for proposed sale of excess right of way 5565 S. Racine Avenue, New Berlin WI pursuant to Ordinance 169-10 and the offer(s) to purchase received for that property**

MOTION: Morris moved, second by Hammitt to authorize a counter offer to Ulatowski in the amount of \$35,550 with the County's required standard contingencies as recommended by Corporation Counsel and to reject Wagner/Tate and Coniglairo/Hamill offers. Motion carried 6-0.

#### **Offer(s) to purchase received for proposed sale of excess right of way 5510 S. Racine Avenue, New Berlin WI pursuant to Ordinance 169-9 and the offer(s) to purchase received for that property**

Hammitt moved, second by Morris to authorize a counter offer to Marshall in the amount of \$55,000 with the County's required standard contingencies as recommended by Corporation Counsel and reject the Coniglairo/Hamill offer. Motion carried 6-0.

Hammitt recused himself at 11:40 a.m.

**Offer(s) to purchase received for proposed sale of excess right of way – S73 W16437 Janesville Road, Muskego, WI pursuant to Ordinance 167-81 and the offer(s) to purchase received for that property**

MOTION: Morris moved, second by Whittow to accept the DeWinter offer in the amount of \$148,665 as presented. Motion carried 5-0.

**Executive Committee Report of June 16, 2014**

Mader summarized the items discussed at the June 16, 2014 Executive Committee meeting:

- Presentation and discussion of the Waukesha County Historical Museum report on financial viability and 2013 financial statements
- Presentation on cyber security by Infrastructure Administrator Al Mundt

**Future Agenda Items**

- August Public Works Committee meeting to be held at Public Works – Highway Operations Facility

**Future Meeting Date**

- August 14, 2014

MOTION: Kolb moved, second by Pettis to adjourn the meeting at 11:45 a.m. Motion carried 5-0.

Respectfully submitted,

Kathleen M. Cummings  
Secretary